

THE MACON BEACON.

VOLUME XXIV.

MACON, MISSISSIPPI, SATURDAY, NOVEMBER 22, 1873.

NUMBER 10.

RATES OF ADVERTISING:	
For one square of 10 lines	\$1.00
For one square of 20 lines	1.50
For one square of 30 lines	2.00
For one square of 40 lines	2.50
For one square of 50 lines	3.00
For one square of 60 lines	3.50
For one square of 70 lines	4.00
For one square of 80 lines	4.50
For one square of 90 lines	5.00
For one square of 100 lines	5.50
For one square of 120 lines	6.00
For one square of 140 lines	6.50
For one square of 160 lines	7.00
For one square of 180 lines	7.50
For one square of 200 lines	8.00
For one square of 220 lines	8.50
For one square of 240 lines	9.00
For one square of 260 lines	9.50
For one square of 280 lines	10.00
For one square of 300 lines	10.50
For one square of 320 lines	11.00
For one square of 340 lines	11.50
For one square of 360 lines	12.00
For one square of 380 lines	12.50
For one square of 400 lines	13.00
For one square of 420 lines	13.50
For one square of 440 lines	14.00
For one square of 460 lines	14.50
For one square of 480 lines	15.00
For one square of 500 lines	15.50
For one square of 520 lines	16.00
For one square of 540 lines	16.50
For one square of 560 lines	17.00
For one square of 580 lines	17.50
For one square of 600 lines	18.00
For one square of 620 lines	18.50
For one square of 640 lines	19.00
For one square of 660 lines	19.50
For one square of 680 lines	20.00
For one square of 700 lines	20.50
For one square of 720 lines	21.00
For one square of 740 lines	21.50
For one square of 760 lines	22.00
For one square of 780 lines	22.50
For one square of 800 lines	23.00
For one square of 820 lines	23.50
For one square of 840 lines	24.00
For one square of 860 lines	24.50
For one square of 880 lines	25.00
For one square of 900 lines	25.50
For one square of 920 lines	26.00
For one square of 940 lines	26.50
For one square of 960 lines	27.00
For one square of 980 lines	27.50
For one square of 1000 lines	28.00

NEWS OF THE WEEK.

FAST.

The National Life insurance company of New York has failed. The stockholders of the company are now in a state of confusion. The company had a capital of \$1,000,000 and had insured for \$100,000,000. The failure is the result of a combination of factors, including a heavy loss in the fire insurance department and a general decline in the stock market.

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WEST.

Admiral Porter, U. S. N., has been ordered to the Pacific coast. He will be in command of the fleet of the Pacific. The fleet consists of the battleship Oregon, the armored cruiser Albatross, and the torpedo ship Thetis. The fleet is expected to arrive in San Francisco in the early part of the next month.

SOUTH.

W. J. Harris died at Wytheville, Va. He was a prominent citizen and a member of the legislature. He was 65 years of age. He was a member of the legislature for several years and was known for his integrity and ability.

FOREIGN.

Two recent fires in Valparaiso caused a loss of \$500,000. The fires were caused by a combination of factors, including a heavy rain and a strong wind. The fires destroyed a large number of buildings and caused a great deal of damage to the city.

THE INTERNATIONAL BRIDGE.

The great international bridge across the Niagara river from Buffalo to Port Erie, in Canada, has been completed. The bridge is a suspension bridge and is 2,140 feet long. It is the longest suspension bridge in the world. The bridge was built at a cost of \$1,000,000 and is expected to be in operation in the early part of the next year.

JOHN IN THE SOUTH.

The Chinese on the Plantations of Louisiana.

Inquiries have lately been made through the columns of a New Orleans journal in regard to the success of Chinese labor in the sugar parishes of Louisiana. Suggestions were made in the same article that it might benefit the planters if large numbers were brought to the plantations of this state.

We do not know what satisfaction Chinamen are giving in 73, but we have some facts about them as laborers in 71. Dr. Kittredge brought forth Chinamen from Cuba to his plantation on the Lafourche, in 1870 or '69. They worked very well for awhile, but were slow and weak. They at length became almost worthless; would not work; stole everything they could put their hands on; made an assault on the manager with their sheath-knives—would have killed him but for the intervention of a faithful negro with a six-shooter. They were all driven from the plantation.

After this over two hundred Chinamen were brought from China to this state; one hundred and fifteen were sent to a plantation on the Lafourche, and forty were placed on one plantation and twenty on another, in the parish of Terrebonne. The one hundred and fifteen did well for awhile, but at length a portion ran away, others gave much trouble, and we think there are none left on the plantation at the present time. It cost \$250 a head to bring them from China, but they can be brought to the state for a much lower price.

The proprietor of the Millaudon plantation, near New Orleans, brought one hundred and forty-one Chinamen from California through the agency of one Cum Wing, or Kim Wing as it is sometimes written. It cost about \$12,000 to bring them to the plantation and start them to work. They had not been at work many weeks when Cum Wing made his appearance on the plantation. When the Chinamen heard of it they made a move in a mass on the house, captured Cum Wing, took him to their quarters, took away his hat, coat and boots, and it was thought they would kill him. The planter, agent, overseer and negroes, could have no influence in restraining the wrath of the pitiless. They had to send for the city police who, snubbed them with their clubs and threatened them with six-shooters. The cause of the mass was that the Chinamen were dissatisfied with their contract, and demanded that Cum Wing and the planter should change it. At another time the overseer was compelled to shoot one of them, wounding him in the arm. The whole body of them, armed with knives, clubs, axes and bludgeons, pursued him to the planter's house, demanded his blood, and could not be restrained by any one. They are said to have been the most diabolical crowd that ever assembled in and around New Orleans. Their eyes and countenances were like those of incarnate fiends. They were determined to search the house in spite of the planter, but the overseer escaped to Gretna, and never came back again.

THE INTERNATIONAL BRIDGE.

Completion of the Great work across the Niagara river, Connecting the United States with Canada.

The great international bridge across Niagara river from Buffalo to Port Erie, in Canada, has been completed, although it has not yet been formally thrown open to travel. Of the work the Buffalo Commercial Advertiser furnishes a complete account, from which we quote the following interesting description:

To state the fact roughly but plainly, the entire length of the bridge is about three-quarters of a mile. But more in detail the length is as follows: In the main river, 1,800 feet; over Squaw Island, 1,300 feet (trestle work), and over Black Rock harbor, 450 feet. The entire length of the superstructure in the main river is 1,800 feet; in Black Rock harbor, 450 feet. There are nine spans in the portion on the main river and three in the Black Rock harbor; four of 190 feet in the clear, and three of 240 in the clear. Over the main river also are two draw openings of 160 feet each; total length of draw girder, 362 feet. In Black Rock harbor are two draw openings of 90 feet each, and one fixed span 220 feet in length. In the main river are eight piers and two abutments; and in the harbor two piers and two abutments. The abutments are 40 feet long by 30 wide, at the bridge-seat level. Over the bridge is laid a track for railroads, and a common sidewalk for foot passengers. The piers and abutments are built of sandstone from Georgetown and Aetna, Canada, and Berea, near Cleveland, Ohio. The iron of the superstructure was from the Phoenixville Iron company's works, Phoenixville, Penn. The first caisson was launched on the 13th of July, 1870, and the work progressed steadily up to the time of completion. It must be remembered that the current of the river, at the point where the bridge is located, runs from five miles and a half to ten miles an hour, according to the state of the wind. This was throughout one of the greatest difficulties encountered, and frequently retarded progress. Then, too, the depth of water varies from twelve to forty-five feet. The ice in winter, some may think, would damage the bridge in course of time, but the ice-breakers afforded ample protection, and out to pieces blue ice two feet thick with comparative ease. Another remarkable thing connected with the history of the bridge is that during the whole course of the work not a single life has been lost. The workmen have, many of them, often been exposed to dangers, but always have escaped.

The respective weights of the different spans over the river are as follows: 190 feet, 130 tons; 240 feet, 208 tons; 362 feet draw, 353 tons; and the quantity of iron used in the whole bridge amounts to upward of 2,000 tons. At the request of Capt. Tyler, the English government inspector of railways, who visited the bridge in November, 1871, on behalf of the English shareholders, one of the spans of 190 feet was loaded with 210 tons of iron rails, equally distributed over the floor beams (a weight of 100 tons per span, and of locomotives crossing).

The bridge has been leased to the various roads which will cross it for twenty years. The roads are the Grand Trunk, the Great Western, the Canada Southern, the New York Central, the Erie, and the New York West Shore and Chicago. Most of these railroads have already constructed their approaches to the bridge, and will commence sending trains across at as early a date as possible. The original plan contemplated a carriage-way, but this was abandoned for the reason that, as the bridge was three-quarters of a mile long, and so many trains were to cross it, there would very seldom be a chance for carriages to cross without interfering with the trains.

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